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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET [REDACTED]

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COUNTRY USSR (Kalinin Oblast)

REPORT NO. [REDACTED]

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SUBJECT Technical Details on the EF-150
Type Aircraft

DATE DISTR. 31 December 1953

NO. OF PAGES 4

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25X1 DATE OF INFO. [REDACTED]

REQUIREMENT NO. [REDACTED]

PLACE ACQUIRED [REDACTED]

REFERENCES [REDACTED]

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1. The EF-150 type aircraft has two engines. [REDACTED] In this connection it is only known that the members of the Baade Group referred to the engines as the "Leningrad turbines". The thrust per engine is between 5,500 kg. and 6,000 kg.

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2. The EF-150 has not yet been flown. Only taxi runs and take-off tests have been made. These tests were conducted at Lukhovitsy (N 54-57, E 39-03).

3. Only three models of the EF-150 have been developed, the V-1, V-2, and V-3. The V-1 and V-3 were used for taxi trials and take-off tests, and the V-2 was used for stress tests.

4. These three experimental aircraft are at the present time reportedly in Podberezye (N 56-46, E 37-10). German scientists, including Prof. Baade, are no longer working on the EF-150 project. The Soviets are, however, continuing the work without German help. [REDACTED] Soviet at Podberezye [REDACTED] was Sinitsyn (fnu), the production engineer in the metal shop.

5. In addition to its two engines, the EF-150 aircraft has rockets to give added thrust during take-offs. The flight weight of the aircraft is approximately 48 tons. The wing spread is approximately 40 meters. The length of the fuselage is approximately 24 meters, of which the length of the cockpit is five meters, the center portion of the fuselage is nine meters, and the end portion of the fuselage is 10 meters long. The calculated top speed of the aircraft is between 1,000 and 1,150 kilometers per hour. The landing speed of the aircraft is supposedly 200 kilometers per hour. The speed upon being airborne is said to be 350 kilometers per hour.

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6. The aircraft carries a crew of five men, namely, two pilots, one observer, one radio officer, and one flight engineer.
7. The EF-150 has two fixed guns mounted in the wings. Two other guns, which are mounted in a retractable turret, are fired above the fuselage by the flight engineer. This turret can be elevated approximately 50 centimeters above the level of the fuselage. These turret guns can be traversed nearly 180 degrees. In addition to these four guns, two coupled guns are operated by the observer. It is not known to what degree they can be traversed. The aircraft also has two remote-controlled tail guns with mirror sights similar to that of the German JU-288.
8. A continuing problem in the development of the EF-150 was the malfunctioning of the servo control system. (See sketches of the servo control system on the following two pages.)

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[REDACTED] Comment. The functioning of the servo control system is not explained. Many of the points in the sketches on pages 3 and 4 are not labeled [REDACTED]

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[REDACTED] Consequently, the sketches may be inaccurate and incomplete.

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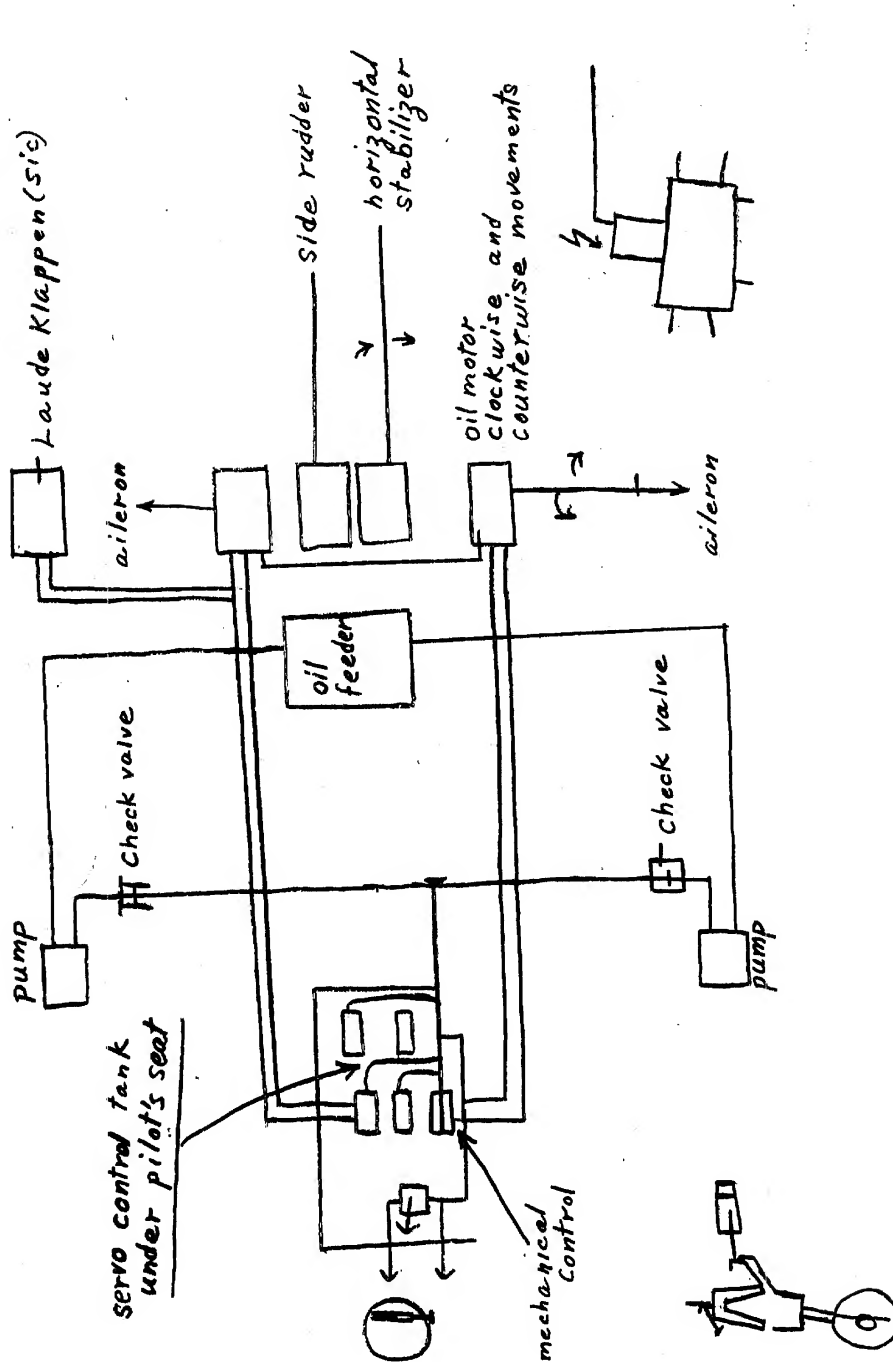
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Sketch of the Servo Control System

FA 15 Controls



(Also see following page.)

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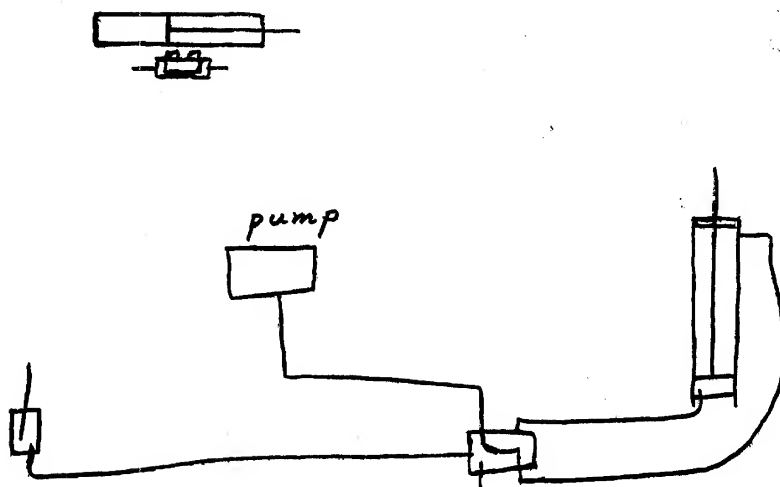
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Sketch of the Servo Control System

(Continued from page 3.)



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